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REPORT

6 - HQ (Col Ledford)
1 - 675

29 June 1964

1. Following is a summary of major problems encountered during the [redacted] operation at [redacted] during period from 3 May 1964 to 12 June 1964. The problems outlined in this report are considered by the detachment commander and operations officer to be of such nature that they should be corrected before another operation from that site is attempted. In addition to this report, the Detachment Flight Surgeon has rendered a detailed report from the medical view and the Electronics Chief is presently preparing a report in detail on electrical problems encountered.

a. Runways at [redacted] Present condition of runway 22/04 is a safety hazard. If the U-2 landing gear contacted some of the pot holes at touchdown the gear would be damaged. These holes are from 3 to 5 inches deep, 10 to 36 inches in diameter and have sharp lips. They are caused by heavy loads breaking through. In addition to the holes the surface is extremely rough. In a jeep at 50 MPH the resultant ride on the runway is very uncomfortable. Recommendations and further description has been stated in [redacted] 0228 dated 10 June 1964.

b. [redacted] Hangar.

(1) [redacted] 0228, paragraph 4 offers some recommended actions for improvement of this facility. The wind during the time the [redacted] detachment was in place at [redacted] was a serious problem in the hangar. At times the hangar acted as a venturi and resultant winds caused damage in the hangar. Strongly recommend that the back of the hangar be walled in with bricks.

(2) The absence of office and shop area in the hangar has a drastic effect on operational efficiency. There is also need of a latrine in the hangar. At present the nearest latrine is about 1/4 mile and in event of intestinal disorders which are common in the area, personnel would be unable to work in the hangar.

(3) Electrical wiring of all types in the hangar is in need of redesign and improvement. This subject will be discussed in detail in a report by the detachment electronics supervisor.

c. The messing facilities were completely inadequate and as such had a serious effect on detachment morale and undoubtedly were the cause of much of the sickness that afflicted personnel from time to time. The writer heartily concurs with the comments and recommendations contained in [redacted] resume, dated 15 June 1964. The following additional recommendations are offered:

(1) Deep freezers should be provided to store supplemental foods such as frozen meat, vegetables, etc. At present, the only cold storage available consists of a walk-in refrigerator.

(2) Ice machines and the mess hall water cooler [redacted] should be connected to the proposed water purification plant.

(3) Immersion type heaters should be provided to heat dish water. Dishes were washed in GI cans of cold or luke warm water.

(4) A washing machine and a dryer (operable on 220 volts, 50 CPS) should be provided to wash dish towels. Towels were never very clean, were washed by hand

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as local laundry was considered too slow.

(5) Recommend basic rations and supplemental food (fresh and/or frozen) be provided through the [] in the manner that [] is presently provisioned. Food and supplies should be brought on the C-130 flights which originate at [] and stop at [] for enroute refueling. These flights although primarily set up to carry mission take and U-2 recovery, represent "free" transportation which is readily available. Perishables should be loaded at [] It seems much more practical to bring food from the East because of the shortness of the flight involved and the "free" transportation angle, but USAFE can continue to supply the "B" rations with no detriment to the detachment as long as there is a firm reaction time for re-supply. Supplementals should still be provided through []

d. Diplomatic Clearances. The problem here is finding a means to insure that MATS or other agencies providing transport aircraft, expeditiously forward the necessary information (aircraft number, pilots name, entry date and time, etc.) to the [] feels quite strongly that such requests for DIP clearances should follow the procedure and time interval specified in the Foreign Clearance Guide, if possible, but has been able in some instances to obtain clearances in approximately 48 hours. In any event, some agency has to stay on top of this problem and keep all addressees informed of the progress of such requests. The following recommendations are offered:

(1) Headquarters should act as coordinating agency.

(2) Time permitting, MATS or other agencies providing transports should follow normal DIP clearance procedure as specified in Foreign Clearance Guide. [] should advise all addressees by message of the pertinent information. If time is short, Headquarters in collaboration with [] should request the DIP clearance through [] channels.

e. Briefing on [] This item was a continual source of irritation [] as for some unknown reason, inbound aircraft did not always follow the desired procedures. The original procedures as specified in [] were rather general. Recommend [] review and revise existing instructions and forward same to the interested parties for comments. Feel that [] should be the one to do this as they are most concerned when deviations occur.

f. Communications. Commo between [] and stations to the East was very slow. In most cases transports arrived before departure messages were received [] Recommend message traffic be routed on future operations to permit more direct commo (without relay through Headquarters) between points. [] will cover additional commo items in his forthcoming report.

g. Personal Mail. The [] deployments generally experienced very poor mail service. Some of the factors obviously cannot be changed however it appears that a few improvements could be made. If the APO system (when available) could be used from the detachment to home base the mail service in that direction would be definitely improved.

h. Medical Service. Recommend a firm policy be established requiring a Flight Surgeon be included in all detachments operating in areas where U.S. Medical fac-

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ilities are not readily available. In order to be certain that Medical Service is available at remote sites the Flight Surgeon should go in on the first support aircraft and depart on the last one.



j. BX Facility. The USAFE support detachment maintained a small but generally adequate BX facility in the day room of one of the detachment quarters. Stock was limited to such items as tobacco, candy, gum, toothpaste, razor blades, etc., and beer. The beer in particular was an important morale item and was much appreciated. However, numerous requests were received for soft drinks. These would have been especially desirable due to the dubious character of the water. Recommend that an adequate quantity of canned soft drinks be shipped in by USAFE and an additional refrigerator be provided for the day room.

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